City of Seattle

Seattle Bicycle Advisory Board

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Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: June 2, 2010/6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Recorder: Ann Boyd
Location: Seattle City Hall, L204

Minutes Distribution List:
See Attachment A

Members Present:
Ann Boyd; Allegra Calder; Matthew Crane; Sean Cryan; Gabe Grijalva; Kelsey Jones-Casey; Neal Komedal; Blake Trask (Chair); Jean White

Members Absent:
Craig Benjamin (Vice Chair); Evan Brown; Max Hepp-Buchanan (Secretary)

Guests:
Tom Rasmussen, Seattle City Council; Doug Cox, SDOT; Brian Dougherty, SDOT; Gina Coffman, SDOT; Carol McMahan, SDOT; Michael Snyder, Seattle Likes Bikes; Josh Cohen, Publicola; Jamie Cheney, Commute Seattle; Carol Ferch; Charles Redell, Supporters of the Nickerson Street Road Diet; Dayna Loeffler; Doug Beeman, Queen Anne; Jake Beattie, Bike Works; Eugene Wasserman

MEETING CALL TO ORDER
- Meeting was called to order at 6:00 p.m. by Blake Trask.

PUBLIC COMMENT
- Members of the public:
  - Urged SBAB to support the Nickerson Street road diet.
  - Expressed concern about large puddles on the Burke-Gilman trail near Gasworks Park.
  - Expressed concern that the 2010 work plan for bike facilities is geared towards commuters heading downtown rather than inter-neighborhood connections to schools, shopping, and parks.

COUNCILMEMBER RASMUSSEN COMMENTS
- Councilmember Tom Rasmussen clarified the Council's role with regard to planned SDOT projects. Councilmember Rasmussen said he does not oppose the Nickerson Street road diet and asked for a recommendation from SBAB.

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov
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PRESENTATIONS
Time: 6:18 p.m.
Topic: **Stone Way North Rechannelization: Before and After Study**
Presenter: Brian Dougherty, SDOT
Purpose: Review the findings from the Stone Way N before and after study of the rechannelization

Findings / Critical Points:
- In 2007-08 Stone Way was rechannelized from 4 lanes to 3. It was the 23rd out of 25 road diets in Seattle's history.
- The study showed that speeds decreased, bicycle volumes increased, there was no net change in traffic volumes (i.e. the decrease was consistent with decreases city-wide), collisions declined, injury and pedestrian collisions declined, and peak hour capacity remained the same.
    o Rear-end collisions, however, have increased.
- The findings suggest a strong case for road diets for similar roads, i.e. roads with less than 20,000 vehicles per day.
- Three analyses were not included and will be for future projects:
    1) Surveys of residents and businesses before and after the project
    2) Traffic signal level of service
    3) Traffic impacts on parallel arterials

SBAB recommendations:
- The City should move forward with the Nickerson Street road diet to address bicycle and pedestrian safety in the corridor.
- The Council Transportation Committee should receive a briefing on the Stone Way findings.
- SDOT should do similar impact studies of Nickerson Street before and after the project, including the studies that were identified as missing from the Stone Way project.

Action Item or Follow Up:
- SBAB will draft a letter of recommendation prior to the Council Transportation Committee hearing on June 8, 2010.

Time: 6:47 p.m.
Topic: **Dexter Avenue Proposed Cycle Track Concept**
Presenter: Carol McMahan and Brian Dougherty, SDOT
Purpose: Present initial concept for a cycle track on Dexter Avenue North and get SBAB feedback

Findings / Critical Points:
- Dexter will be repaved in 2011, so the opportunity to improve transit and bicycle facilities exists.
- Current bike lane does not meet City or Federal guidelines.
- Dexter Ave experienced the largest number of bicycles in the 2009 Downtown Bicycle Count.
- Dexter Ave is a key transit corridor.
- Objectives are to get more people cycling more often, to improve pedestrian safety, and to improve transit capabilities.
- Proposal is to paint a cycle track to the right of parallel parking. The cycle track will be 6 feet wide with a 2 foot buffer between the parked cars.
- Motor vehicle travel will retain one travel lane in each direction with left turn lanes in key locations.

- Transit islands will be constructed between the cycle track and the motor vehicle lane.
- Challenges include hills, driveways, disabled parking zones, load zones, curb setbacks, passing cyclists, and maintenance of the cycle track.
- Expected benefits include decreased vehicle speeds, stronger bicycle connection to North Seattle, shortened pedestrian crossing distances, and in-lane transit stops (efficient transit operations).

Recommendations:
- SBAB supports the cycle track idea with some concern over whether the 6 foot track with 2 foot buffer will be sufficient for passing cyclists.
- SBAB recommends that where possible, the 6 foot cycle track be expanded to a greater width along the right-of-way.

Action Item or Follow Up:
- Brian Dougherty will send PDFs of the project to SBAB for review.
- The Project Open House is scheduled for June 29 from 4:30 p.m. – 6:30 p.m. at the Seattle Center, Center House Conference Room A.

Time: 7:20 p.m.
Topic: Bike Facility Prioritization Criteria Revisions and Draft 2011 BMP Project List
Presenter: Gina Coffman, SDOT
Purpose: Present SDOT's revised criteria for prioritizing bicycle projects and get SBAB feedback

Findings / Critical Points:
- The annual work plan is built from the following elements:
    1) Carry-over of unfinished projects from the previous year
    2) Projects that can be leveraged off other projects or activities
    3) New projects based on prioritization criteria
    4) Balance factors to achieve City objectives
- 42 percent of 2011 projects will be located in South Seattle.
- While the 2011 project list currently contains 40 miles of facilities, SDOT expects to complete 20 miles when the project list is complete (this reduction is due to poor pavement and other considerations). The ratio of bike lanes to sharrows is much higher.
- New bike facility prioritization criteria revisions include similar measures of socioeconomic and health that are employed in the Seattle Pedestrian Master Plan.
- New bike facility prioritization criteria revisions include adjustments to point awards for existing criteria based on knowledge gained in previous years.

Recommendations:
- SBAB tentatively approves the new criteria and methodology for determining the 2011 work plan.
- SBAB has some concern about the Community Interest balancing factor and will further discuss whether this puts vocal communities at an advantage over quiet communities.

Action Item or Follow Up:
- SBAB will discuss the Community Interest balancing factor via email and will work with SDOT to finalize the revisions.

MEETING ADJOURNMENT

- Blake Trask thanked meeting participants and adjourned the meeting at 8:00 p.m.

ATTACHMENT A

June Meeting Minutes Distribution List:
- Michael McGinn, Mayor, City of Seattle
- Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor
- Peter Hahn, Director, Seattle Department of Transportation (SDOT)
- Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT
- Diane Sugimura, Director, Department of Planning and Development (DPD)
- Stella Chao, Director, Department of Neighborhoods (DoN)
- Doug Cox, Assistant Transportation Planner, SDOT Liaison
- Eric Widstrand, Traffic Operations Manager, SDOT
- Meeting Presenters: Brian Dougherty, SDOT; Carol McMahan, SDOT; Gina Coffman, SDOT
- City of Seattle Council Transportation Committee Members
- City of Seattle Neighborhood District Coordinators
- Seattle Bicycle Advisory Board (SBAB) Members